

counties are now tapped with good state highways which have opened up the outside world to many people in these districts. This road development is also giving the residents of the overpopulated districts an outlet for their desires to get close to nature and enjoy the beautiful hill and lake country of our state. Although our good roads have a large commercial value, their aid to a better social and uplifting development must not be overlooked.

Many citizens that heretofore traveled to other states for recreation are now spending their vacations and money in seeing the wonders of Indiana. Few of our citizens knew of the attractions in Indiana until good roads divulged the beautiful hill scenery in the southern half of the state and along the Ohio River, and opened a way to such attractions as Marengo and Wyandotte Caves, the latter the second largest cave in the United States. The good roads have made the Dunes region and the Lake district in the northern part of the state the playground of a large population.

Hence, reasonable expenditure for highway development must not be looked upon as mere expenditure, but rather as an investment which yields a large net income in the way of better living conditions and better educational and social opportunities, as well as a commercial value which alone more than justifies the expenditure.

A larger road program than usual will be justified this season, not only because of lower costs but as unemployment relief.

The social side of our government's responsibilities must not be disregarded.

RADIO BROADCAST OVER PURDUE STATION WBAA

By H. S. Marshall, President, Highway Materials and Equipment Association

Hello everybody! We are here attending the Seventeenth Annual Purdue Road School and it is by far the largest and best to date. There are about 500 county, city, and state officials and material and equipment representatives.

The Highway Materials and Equipment Association, of which I happen to be President, is giving a road show in the Purdue Armory, displaying all the latest models of road building equipment and types of material. It is truly a wonderful display.

This armory is about 150 feet wide and approximately 300 feet long, and is literally packed full of equipment and road material. There are trucks, tractors, road graders and maintainers, and even snow plows and a number of large road rollers on display.

There are distributors for applying asphalt, tar and road

oils, and displays of bituminous materials and mixtures of stone and asphalt, and of paints and lubricants. Then there are corrugated culvert pipes, creosoted wood-block flooring for bridges, and calcium chloride for laying the dust on roads. There are concrete mixers and reinforcing bars and the latest designs and models of surveying and drafting instruments; and of course some displays of street and highway magazines.

All of this is on display here in the most attractive way, and, of course, the representatives of all the different equipment and materials companies are on hand at their booths, explaining the advantages of their products.

The Highway Materials and Equipment Association wishes at this time to express its sincere appreciation to Purdue University for making this exhibit possible.

This Purdue Road School has done a most effective work in educating and training our public officials in the science of road building and maintenance. This training has come to mean an actual saving in dollars and cents to the taxpayers of Indiana through the use of better and more economical methods in road building work.

In this regard, Dr. William K. Hatt, under whose personality and guiding influence our present road school was started, is truly a benefactor to the State of Indiana. It is the desire of our association to pay a well-earned tribute to the faculty of Purdue University and more particularly to Dean A. A. Porter for his wholesome influence and guidance; to the genial Prof. W. A. Knapp for his able assistance; and to Prof. Ben H. Petty, who is known all over this state through his highway engineering extension work and his untiring efforts in behalf of this road school. Professor Petty's knowledge of the problems of the county, city, and state officials and also of the problems of equipment and material men gained through his years of study and effort, has been a wonderful asset to all of us and is having a very beneficial reaction in the road and street building work being done in Indiana.

T. R. Johnston, Publicity Director for Purdue University, deserves much credit in arranging for this broadcasting program.

Other officials of the Highway Materials and Equipment Association who have assisted in putting on the road show are: Bruce Short, Vice-President, Indianapolis; Hoyte Summerland, Treasurer, Wabash; and D. E. Trimble, Secretary, Indianapolis.

We feel that it is particularly fitting that this road school be held here at Purdue University each year, since it is the seat of engineering learning and experience in the state and, you might say, is the fountain head of road building and progressive engineering experience.

We have faith in this Purdue Road School and as the circus man would say, "believe it will be bigger and better each year." I thank you!